





# NORDDEUTSCHER LLOYD.

## BREMEN.

### IMPERIAL GERMAN MAIL LINES.

FOR	STRAMERS	TO SAIL
MANILA YAP SAMARI NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Loos	SATURDAY, 18th June, Daylight.
YOKOHAMA and KOBE	"COBLENZ" Capt. H. Raegenner	TUESDAY, the 28th inst.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semblitt	End of June.

For further Particulars, apply to

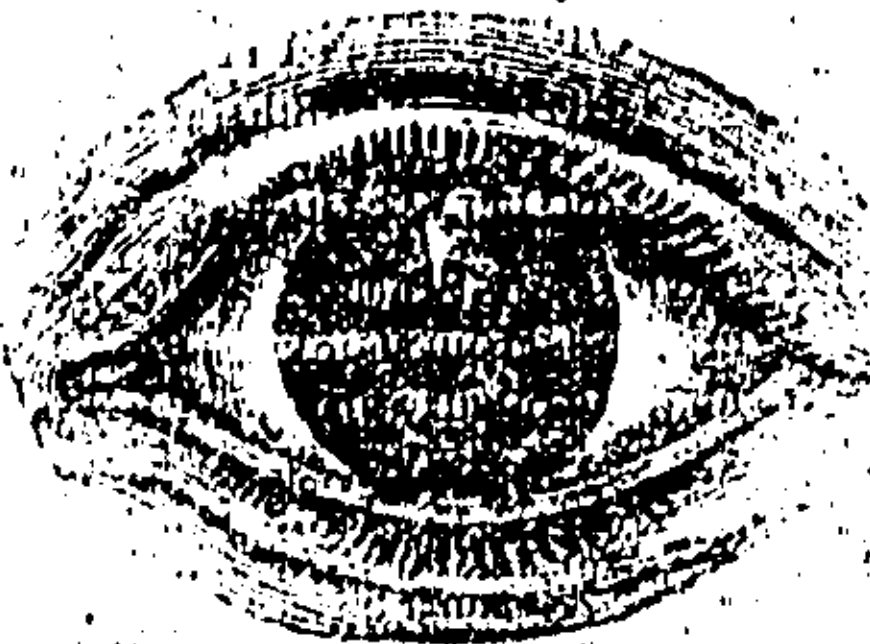
## NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th June, 1910.

### Intimations.



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON, GALCUTTA, SHANGHAI,  
John Street, Bedford Row, W.C. 19, Bentinck Street 566, Nanjing Road.

## OSMAN & CASUM,

1 & 3, D'AGUILAR STREET

### JUST UNPACKED

Ladies' Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS  
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and  
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully  
executed.

Hongkong, 6th September, 1900

## VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful impotence, or other influences incidental to the wear and tear and haste of modern life. It is especially recommended in cases of nervous debility, low vitality, mental and bodily prostration, muscular and local weakness, general and nervous debility, fatty nutrition, premature decay or deficiency of the vital forces, impaired vitality, increasing dementia, night disturbances, sudden starting, dizziness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy life's pleasures, restlessness that can settle to nothing, irritability, nervous depression, hysterical, painful periods, headache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Acting upon the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, promotes healthy action, restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

## VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfect condition of the blood. It is a powerful purifier and cleanser of the system, and it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, wherever and in whatsoever form met with; removing all blotches, pimples, spots, scars, scurfy eruptions, and glandular swellings, discolorations, roughness, and unsightly patches, etc. Its effect is almost magical in the treatment of gonorrhoea, syphilis, leucorrhoea, pains and swellings of the joints, discharges, secondary symptoms, osseous, joint, venereal, bad legs, bad breasts, abscesses, ulcers, sores, festering or discharging sores, it cures the greatest health, and quickly removes long-standing rheumatism, sciatica, and locking, stiffening, and spasm of the muscles, and cures the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually of a purely medicinal nature) for the sake of extra profit. Price in Hongkong, 2/6. Every genuine bottle of these medicines bears the British Government stamp with the words "VETARZO REMEDIES" impressed thereon, in blue letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons purloining.

COMMON SENSE IN A NUTSHELL.—A new medical work on the causes and most scientific and effective treatment of all self-cure ever discovered for nervous exhaustion, depression of spirits, want of rest and energy, etc., with full directions for removing certain disqualifications that destroy the happiness of married life. It also treats on primary derangements, secondary symptoms, syphilis, etc., and is a most valuable and complete work. Price 1/6 in plain wrapper or 2/6 in a decorative case. Post free in plain wrapper or 2/6 in a decorative case. Post free in plain wrapper or 2/6 in a decorative case.

Agents for India: "TRACER AND CO. LTD. BOMBAY, BYDOLLA, and POONA.

101 & 102, BURLING

## THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length ..... 515 ft.	Docking Length ..... 375 ft.	Docking Length ..... 481 ft.
Width of Entrance ..... 80 "	Width of Entrance ..... 50 "	Width of Entrance ..... 63 "
Water on Blocks ..... 28 "	Water on Blocks ..... 26 "	Water on Blocks ..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and shafts all being tested by Lloyd's inspectors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking 500 tons Vessels in or out of the bay. The floating dock is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our dock works for mooring vessels whilst under repairs.

Telephone Nos 378, 508, or 551.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Ed.

Liebers, Secyrs, A. I. and Watkins.

Yokohama, April 28th, 1903

### For Sale.

#### FOR SALE

Steam launches, Steel lighters, Wooden lighters, Steam Cranes (travelling and stationary), Steam hoists, Lidgerwood steam pile driver, Diving pump and dress, Hand grabs, Capstan, Hand winches, Driving pulley, Bolts and Nuts, Hook bolts, Clutch bolts, Barrel bolts, Galvanized spikes, Pile shoes, Chain hoists, Iron and Brass screws, Differdange piles, Rolled Steel joists, Steel channels, Corrugated iron roofing, Roofing washers, Angle iron, Cast iron columns (suitable for building construction), Whitewashing machines, Canvas sewing machine, Patent Fire escape, "Well's" light, "Kitson" light, Acetylene lamps, Hand pump, Theodolite and levelling staff, Boreo duplicator, Compensometer, Telescope (on tripod), Office desks and cupboards.

Apply to

GEO. P. LAMBERT.

Hongkong, 3rd May, 1910. [543]

### FOR SALE

AT

GRACA & CO.

27, DES VOEUX ROAD

### ASIATIC POSTAGE STAMPS

and

#### VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Twozers, Magnifying Glasses, Perforation Gauges.

Novels, Books for parlours and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pandant Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

### MANILA CIGAR AND CIGARETTES.

Inspection invited.

Hongkong, 21st January, 1910. [53]

### LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

at D'AGUILAR STREET,

HONGKONG

Hongkong, 2nd September, 1910. [50]

### To Let.

#### TO LET.

25,000 SQUARE FEET OF LAND at Kowloon (K. M. L. 5), with 100 feet Sea Frontage and right to build a Pier, suitable for Coal and or Timber Storage.

For particulars, apply to—

L. M. ALVARES,

49, Wyndham Street.

Hongkong, 6th May, 1910. [536]

#### TO LET.

DARTMOOR, No. 13, CONDUIT ROAD.

A HOUSE IN CLIFTON GARDENS and OFFICES, 16, DES VOEUX ROAD CENTRAL.

GODOWNS, PRAYA EAST, formerly occupied by M. B. K.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE IN WONG-NEI-CHONG ROAD.

A HOUSE IN RIFON TERRACE.

OFFICES in YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observatory Place. The Tram stops at the door.

Also NEW EUROPEAN FLATS adjoining the new Bazaar's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th April, 1910. [53]

#### TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL; Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VOEUX ROAD recently vacated by Institution of Engineers and Shipbuilders.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 4th April, 1910. [53]

#### TO LET.

156, PRAYA EAST from 1st June.

Also

OFFICES at No. 2, PRINCE STREET from 1st July.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 31st May, 1910. [411]

#### TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 22nd October, 1909. [565]

#### TO LET.

GODOWN No. 22, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 22nd October, 1909. [565]

#### TO LET.

GODOWNS in HOLLAND STREET and DOUGLAS LANE, Kennedy Town.

Apply to—

CHATER & MODY.

Hongkong, 2nd September, 1910. [50]

#### TO LET.

GODOWNS in HOLLAND STREET and DOUGLAS LANE, Kennedy Town.

Apply to—

CHATER & MODY.

Hongkong, 2nd September, 1910. [50]

### THE UNPOPULAR WIDOW.

Nobody is marrying now so freely as when the fathers and mothers of the present generation were youthful. It is usual to hear the young men blamed for this deplorable falling off. But they are really not at all so much at fault as the widowers, who once were great marrying-men, and now are sadly disinclined to enter the bonds a second or third time.

Let us prove this. We take all marriageable bachelors—that is, bachelors from the age of fifteen upwards, and find that—

Fifty-nine in each thousand of them got married during a twelvemonth thirty years ago.

Fifty-two out of the same number marry now.

That is a falling off of only seven. But look at the case of the widowers—

Fifty-three in a thousand widowers married in a twelvemonth thirty years ago.

Thirty-eight in the same number marry now.

This is a falling off of fifteen. The widowers have become twice as shy of matrimony as the bachelors. Of course, when both bachelors and widowers set their faces against marriage, neither spinsters nor widows can get so many husbands, even if they wish for them. Perhaps they don't. Some people think the disinclination to settle down to housekeeping, to all the cares involved in rearing a family, and to the task of keeping a spouse in good humour, is growing among women and that this gives us the true explanation of the decrease of marriage. At any rate, both spinsters and widows are going in comparatively fewer numbers to the altar, and the number of unmarried females in the population is largely on the increase. There are now 395 unmarried spinsters where in the last generation there were only 361, that is in each thousand of all females of the marrying age. This marriageable age is placed very low down by the Registrar-General, namely, at fifteen and upwards, but that does not alter the fact that we are much less given to matrimony than our predecessors.

Let us make the same comparison of spinsters and widows, and it will be seen that the widow is going sadly out of fashion.

Fifty spinsters in each thousand married in a twelvemonth thirty years ago.

Fifty in the same number marry now.

This is a falling-off of fifteen per cent.

Fifteen and a half widows in each thousand married in a twelvemonth thirty years ago.

Twelve and a half (or a trifle less) in the same number marry now.

This is a falling-off of 20 per cent. Where five widows married formerly only four marry now. Every year it is a little less, the figures which represent the widows that go off, but during the last decade the decrease has been enormous. In 1880 fifteen and a half out of each thousand of them married during the year; in 1890 fifteen and a quarter; in 1900 less than fourteen and a half; and now only twelve and a half. If this continues it will soon be a case of "once a widow for life."

The elderly widow is more sought after, than they used to be. Look at these figures—

Of one thousand widows marrying, the numbers were—

Ages. 1886-90 1901.

40 to 50..... 261 291

50 to 60..... 119 131

60 upwards..... 30 50

Total over 40 years..... 420 473

A curious fact is that taking the average age while Londoners marry younger widows than do men in the provinces, they (the Londoners) marry older spinsters. But whether in London or the country the widow is rapidly falling out of favour, and if anyone is not convinced the following figures will clinch the argument—

A generation ago (1876-80) in every thousand women who married during the course of the year nearly one-tenth of them were widows, that is ninety-eight out of the thousand; while now the number is only sixty-four, or one-sixteenth of the whole.

But the spinsters meantime have advanced from 903 to 936.

Notice of Firm.

### NOTICE.

WE have this day authorised Mr. CHARLES GORDON STEWART

MAKIE to Sign the Name of our Firm in Hongkong and China.

GIBB, LIVINGSTON & CO.

Hongkong, 10th June, 1910. [455]

### Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

### PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$8.45 per Bag ex Factory.

SHAWAN TOMES & CO., General Managers.

Hongkong, 17th August 1909.

### JAPANESE MASSAGE.

MASSAGE MEIJI SHA.

GRADUATE OF

KOBE MESSAGE SCHOOL.

ATTENDANCE AT

PATIENTS' RESIDENCE

No. 171, WANGHAI ROAD,

GROUND FLOOR.

Hongkong, 10th January, 1910.

7th YH

### WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

#### METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below

Indicates a Typhoon to the North-East of the Colony.

3. A DRUM

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below

Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below

Indicates a Typhoon to the South-West of the Colony.

7. A BALL

Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below

Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

#### URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

#### THREE EXPLOSIVE BOMBS; AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.



**Death**

Highland, 20th May, 1910.

Recently published is a volume of the Asiatic Society's monographs, "Ptolemy's Geography of Eastern Asia" by Colonel Cerial up to a few years ago resident in Sam. The author goes into names and places with excessive minuteness, filling a thousand page book with comments and notes on the ancient geography of the extra-Gangetic region. He says that the term *Malai* is evidently of Southern Indian extraction, and quotes *Malai Kurram*, near Nagapatam, Kolla *Malai* Hills, &c. "I have not the slightest doubt that the terms *Malai* or *Malaya* and *Kolla* . . . have been imported to Further India by that stream of Southern Indian emigrants of the dark or negro race . . . who—driven to the South of the Peninsula and compelled to take refuge in the islands by the Aryans advancing from the north—flowed on to the *Malay Peninsula* and *Archipelago* and to coasts of *Sumatra* and *Kambuja*, where they founded colonies and in the course of time spread their religion." *Malaya* was, apparently used in Southern India to designate the region lying to the south of the *Kaveri River*, so named from the *Malay* range of mountains "*Malaya* was, in a word, the ancient name for the southern end of the Indian Peninsula, part of which is still *Malayalam*, *Malayavara*, or *Malabar*. The Southern Indian emigrants evidently applied the term *Malaya* to the peninsula which formed the southern end of the Indo-Chinese continent." The reader should not confuse the ancient *Malaya* with the modern *Malay* nation, which has apparently resided, at least, in the Peninsula from a fusion of the descendants of Southern Indians, and new comers from the *Archipelago* and the *Indo-Chinese Continent*. The ancient *Malaya* and the modern *Malaya*. The *Malaya* are constantly mentioned in Indian classics. Colonel Cerial also suggests that the term *Sumatra*

REASONABLE FEE  
Consulting Firm  
New York, N.Y. 10017

64 DES VIEUX ROAD

Rock Fish—Sol	Kan Kong	10
Rock—Chun Y		12
Sherry, 12-97	Ma Yan	

W. BOWEN LOWLAND



**Shenoy, Bhanu Y.** born 1931, last year—Ma Yan  
 1931-1932-1933-1934-1935-1936-1937-1938-1939-1940-1941-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-1997-1998-1999-2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-2101-2102-2103-2104-2105-2106-2107-2108-2109-2110-2111-2112-2113-2114-2115-2116-2117-2118-2119-2120-2121-2122-2123-2124-2125-2126-2127-2128-2129-2130-2131-2132-2133-2134-2135-2136-2137-2138-2139-2140-2141-2142-2143-2144-2145-2146-2147-2148-2149-2150-2151-2152-2153-2154-2155-2156-2157-2158-2159-2160-2161-2162-2163-2164-2165-2166-2167-2168-2169-2170-2171-2172-2173-2174-2175-2176-2177-2178-2179-2180-2181-2182-2183-2184-2185-2186-2187-2188-2189-2190-2191-2192-2193-2194-2195-2196-2197-2198-2199-2200-2201-2202-2203-2204-2205-2206-2207-2208-2209-2210-2211-2212-2213-2214-2215-2216-2217-2218-2219-2220-2221-2222-2223-2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-2306-2307-2308-2309-2310-2311-2312-2313-2314-2315-2316-2317-2318-2319-2320-2321-2322-2323-2324-2325-2326-2327-2328-2329-2330-2331-2332-2333-2334-2335-2336-2337-2338-2339-2340-2341-2342-2343-2344-2345-2346-2347-2348-2349-2350-2351-2352-2353-2354-2355-2356-2357-2358-2359-2360-2361-2362-2363-2364-2365-2366-2367-2368-2369-2370-2371-2372-2373-2374-2375-2376-2377-2378-2379-2380-2381-2382-2383-2384-2385-2386-2387-2388-2389-2390-2391-2392-2393-2394-2395-2396-2397-2398-2399-2400-2401-2402-2403-2404-2405-2406-2407-2408-2409-2410-2411-2412-2413-2414-2415-2416-2417-2418-2419-2420-2421-2422-2423-2424-2425-2426-2427-2428-2429-2430-2431-2432-2433-2434-2435-2436-2437-2438-2439-2440-2441-2442-2443-2444-2445-2446-2447-2448-2449-2450-2451-2452-2453-2454-2455-2456-2457-2458-2459-2460-2461-2462-2463-2464-2465-2466-2467-2468-2469-2470-2471-2472-2473-2474-2475-2476-2477-2478-2479-2480-2481-2482-2483-2484-2485-2486-2487-2488-2489-2490-2491-2492-2493-2494-2495-2496-2497-2498-2499-2500-2501-2502-2503-2504-2505-2506-2507-2508-2509-2510-2511-2512-2513-2514-2515-2516-2517-2518-2519-2520-2521-2522-2523-2524-2525-2526-2527-2528-2529-2530-2531-2532-2533-2534-2535-2536-2537-2538-2539-2540-2541-2542-2543-2544-2545-2546-2547-2548-2549-2550-2551-2552-2553-2554-2555-2556-2557-2558-2559-2560-2561-2562-2563-2564-2565-2566-2567-2568-2569-2570-2571-2572-2573-2574-2575-2576-2577-2578-2579-2580-2581-2582-2583-2584-2585-2586-2587-2588-2589-2590-2591-2592-2593-2594-2595-2596-2597-2598-2599-2600-2601-2602-2603-2604-2605-2606-2607-2608-2609-2610-2611-2612-2613-2614-2615-2616-2617-2618-2619-2620-2621-2622-2623-2624-2625-2626-2627-2628-2629-2630-2631-2632-2633-2634-2635-2636-2637-2638-2639-2640-2641-2642-2643-2644-2645-2646-2647-2648-2649-2650-2651-2652-2653-2654-2655-2656-2657-2658-2659-2660-2661-2662-2663-2664-2665-2666-2667-2668-2669-2670-2671-2672-2673-2674-2675-2676-2677-2678-2679-2680-2681-2682-2683-2684-2685-2686-2687-2688-2689-2690-2691-2692-2693-2694-2695-2696-2697-2698-2699-2700-2701-2702-2703-2704-2705-2706-2707-2708-2709-2710-2711-2712-2713-2714-2715-2716-2717-2718-2719-2720-2721-2722-2723-2724-2725-2726-2727-2728-2729-2730-2731-2732-2733-2734-2735-2736-2737-2738-2739-2740-2741-2742-2743



## Intimation.



**A. S. WATSON & CO., LIMITED**

ESTABLISHED A.D. 1841

WINE AND SPIRIT MERCHANTS.

## PORT.

	Per Dozen	Per Bottle
Port - - - - -	\$14.00	\$1.20
B $\diamond \diamond \diamond$ Red Seal Capsule - - -	18.60	1.55
C Superior Tight Invalid, Green Seal Capsule - - -	21.60	1.80
D $\diamond \diamond \diamond \diamond$ Violet Seal Capsule - -	28.60	2.40
E Very Fine Old Tawny, White Seal Capsule - -	37.60	3.80

The following Ports have been specially selected and procured from Messrs. G. O. G. SANDEMAN, SONS & CO., of London and Oporto, and are of the highest class:—

	Per Dozen	Per Bottle
Douro - - - - -	\$19.60	\$1.70
Old Tawny - - -	23.60	2.05
Invalid - - - - -	23.60	2.05
Estrella - - - -	29.60	2.55
$\diamond \diamond \diamond \diamond$ - - - - -	32.60	2.80
Very Old Tawny -	48.60	4.10
Oldest and Finest -	55.60	4.70

**A. S. WATSON & CO., LIMITED**

ALEXANDRA BUILDINGS.

Hongkong, 16th June, 1910

*The Hongkong Telegraph*

HONGKONG, THURSDAY, JUNE 16, 1910.

OUR LOST OPPORTUNITIES.

What a mania some British people have for collecting white elephants! And how fortunate it is that some of those whose duty it is to see that dear John Bull and his family don't hunt themselves or come to hopeless grief with unmanageable pets, are sensible enough to persuade or laugh him out of adding an unreasonable number to his unwieldy collection! We remember many projects which time and better knowledge have discouraged. It is no hurt to our argument that the Kowloon to Canton Railway is beginning to live down former aspersions on its good name. It is too soon to call it Hongkong's long hoped for darling, and it would be unjust to forecast a future in which it should turn out a prodigal. It must be admitted to have been an expensive darling so far, and to have deserved the anxiety still felt that it should speedily begin to earn its own living. With the experience of this enterprise before our eyes we need not turn them into any other direction when seeking for a horrible example wherewith to point a moral for the correction of certain mis-informers of the public. No really formidable engineering difficulties blocked the advance and defied the labours of the constructors of the British railway from here to Chinese territory. No serious doubt exists in the minds of many experienced business men that the volume of traffic on the railway may be counted on to recoup in a not heart breakingly unreasonable length of time, at least a substantial part of the vast sum spent on it. Still, the expenses have been enormous, and the trade is still in *futuro*. If this is our experience with such a comparatively trifling undertaking as this short line of railway, what must be the feelings of the promoters of the Tongking-Yunnan railway? That gigantic work is now practically complete, and is earning the gratitude of travellers whom duty or curiosity attract to that uncomfortable proface, though we have not yet heard of its earning anything more substantial. All its profits are also in the future—and we, in our confident optimism, can see great advantages to both British commerce, especially the interests of this Colony, and French trade, which will be the long delayed, in making themselves agreeably evident. Far from grudging the French whatever profit from their railway may bring, we may be heard, and we are happy to say not unreasonably, because of course we

here shall gain enormously. A prosperous neighbour is just what we want. We want him and we want his reciprocity in business. The French are not anything like as bad as we were accustomed to see them palated a few years ago. They are far from being a nation of spendthrift fire-eating soldiers, seeking for territories to conquer and loot. There is much profit, yea verily, many shekels of silver, if not of gold, to be obtained by doing business with these very worthy men of Tongking. Sentimentality always has much to deplore in this disappointing world, and therefore sentimentality must beware the lost ideal of a beautiful Burma-China railway tapping the boundless resources of Yün-nan and Szechuan, and providing an unlimited outlet for our Indian trade. That slight knowledge of geography which nobody ever gets at school but which comes to one afterwards in odd bits by looking at maps in one's office or by intelligently remembering paragraphs in the newspaper, is apt to mislead quite the cleverest of us sometimes. On the map a railway from Burma into Yunnan looks very practicable. Already the frontier is approached on two points, widely apart, by British lines. Why not, it is said, join Bhamo to Teng-yueh, and show the French what's what? The answer to be given is only that which one has to give to an intelligent fourth form school-boy. "Because you're a donkey." This is not an apparently logical answer, but it is a perfectly good one. The journalist who in some financial paper at home bursts into fearful inky floods over "our lost opportunities" in Yün-nan is simply ignorant of his subject. Obstinacy, or earnest youth with an axe to grind, may from time to time revive this childish dream of a British railway into Yün-nan Province. Of course, if particularly valuable deposits of some mineral much in demand, say gold, were discovered in Western Yün-nan, and if the Chinese Government or whatever Government may be ruling China in a period so improbable, were to agree to such conditions as might make it profitable, a railroad might be built by skilled engineers provided with unlimited money, and by "piercing half-a-dozen Mont Cenis tunnels and erecting a few Menai bridges." We quote from memory, but it was the late E. C. Baber who said of this country where uneducated persons bemoan our "losing opportunities" by not building railways, that the Yün-nan trade route was "the worst possible route with the least conceivable trade." It is simply appalling. Huge ridges of mountains at right angles to the route, with every kind of disgusting difficulty, bad soil, bad everything. The prospect would delight a young and ambitious engineer backed by unlimited capital paid up by generous shareholders. In some places the ground splits vertically and huge flakes of earth, carrying the path with them, peel away into a precipice. From Bhamo to Teng-yueh, indeed, a good cart road might and ought to be constructed. It has been made already, more or less, more on the British side, less on the Chinese. The trade is local. Teng-yueh will always be the distributing centre for that part of the country, but it is separated from Yung-ch'ang, the first important town on the north-eastward road, by well nigh incredibly difficult country. The floor of one valley, that of the Salween, is 2,670 feet below sea level. We need not describe this country of disease and gloom. The least imaginative and sturdiest travellers have retained unhappy impressions of it. It has been called the Valley of Death. It is that indeed. But after painfully descending into the deepest valleys, and crossing mountain passes 7,000 feet above sea level, the trader on arriving at Yung-ch'ang finds that he has no market there. What Baber wrote long ago is true still, and indeed more true than ever now, since the Yün-nan opium troubles began. The trader must struggle on to Tuli, where if he has managed to bring a few mule loads of peddlery he may perhaps sell at a sufficient profit to pay the expenses of his long, arduous and costly journey. As for pressing on to Yün-nan Fu, foreign manufactures can be brought thither with far greater ease and rapidity from the West. To talk there of "our lost opportunities" in our not building a railway which would cost per mile any sum within the experience of any Alpine or Trans-Canadian or Andean railway engineer, is really to talk nonsense. Moreover, the commerce is very small, and though it may increase, it will hardly deserve the name of anything more than local trade. Our really "lost opportunities" occurred long ago. We, of course, not the French, ought to have annexed Tongking and Cochinchina and Annam—and while we were about it we might have included Siam, and indeed all China as well, in order "to make a good job of it." "Lost opportunities!"

## BRITISH INSURANCE IN TONGKING.

One of the defects of the Latin mind is that it always goes to extremes. The matter of the English love compromise. The French, who certainly do learn by past experience, are beginning to realize that many of their former regulations and laws are out of date, and being in reality in re-

straint of trade, are as inimical to French as they are to other foreign interests. They are usually "grog at the uptake," and seeing that a certain course of action is an unprofitable to themselves as it is oppressive to others they are not slow to move with the times. In 1905 certain laws were made affecting Life Insurance Companies, belonging to Foreign Nationalities, doing business in French territories. With a view to safeguarding the interests of the insured the laws were made almost impossibly strict. To tie up large capital sums as "guarantees" and other difficult and oppressive rules were laid down. In 1907, the Government of Indo-China began to enforce these regulations, and the China Mutual Insurance Co. suffered under them so badly that it was at last decided to withdraw the agency from the French Colonies there, and to cease to underwrite new risks. After receiving a petition from the agent of the Company, however, protesting against the "uselessness" and restrictiveness of the rules, the Chamber of Commerce at Hanoi, after giving the matter its most serious consideration, has, on being consulted by the Government, recommended that the regulations objected to can well be dispensed with without at all endangering the interests of the insured.

## LOCAL AND GENERAL.

THE Sagga Rubber Co. has declared a dividend of 54 per share.

A CASE of plague occurred at Shau-ki-wan today. The patient is a Chinaman.

A CHINAMAN was fined \$500 at the Magistrate's this morning for unlawfully selling opium.

PETROLEUM has been discovered on the Duff Development Company's concession in Kelantan.

THE estimate of the Indian opium revenue to the end of May was Rs. 15,50,000; the amount actually realised has been Rs. 22,57,850, almost double the estimate.

THE gyroscopes for the steam-drive Schilowsky Monorail engine revolves 3,000 times per minute. It is calculated that one gyroscope will afford sufficient stability for three coaches.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending 4th June, 1910, amounted to 19,487.99 tons and the sales, during the period, to 26,379.11 tons.

BAD cooking is blamed by Dr. Pocock, rector of a Manchester college, for the fact that many men take to drink. He says it is more important to teach girls how to cook than how to play the piano nicely. Many men are gradually led towards drink by bad cooking and by want of variety in their foodstuffs.

MISS D. R. C. PATEL, who recently became the first woman Licentiate of the Royal College of Physicians, has now been admitted the first female member of the Royal College of Surgeons. Miss Patel, whose home is in India, intends to say in England for a few years in order to specialise in tropical medicine, with the view to obtaining the M.D. degree of the University of London in that subject.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

### A PROTEST.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I am aware that your columns, hospitable as they are, are inclined to grudge their space to religious controversies or scattered half notions about the efficacy of prayer or the exact amount of science and Christianity contained in the latest (or is only one of the latest) sects born from or instituted by any American school-marm. But there are some matters above mere opinion, and I claim publicity for a matter of interest to many of the wise, as well as to many of the foolish, of the general community. Somebody, I have no notion who, has been giving full play to his morbid imagination, or to worse influences still, by setting on "endless chains" or "snowball" of a peculiarly objectionable kind. It consists of an appeal to the receiver to "recite" daily a short prayer, a copy of which is enclosed, and to "pass it on" to someone else, without fail. It lays stress on passing on a copy of this prayer to others, under penalty if any, of some great calamity which will surely befall the receiver if he "break the chain." If, however, the latter do pass it on, and also repeats the prayer for nine days running, some great happiness will be vouchsafed him after that time. It may be, it has indeed come to my knowledge, that it is necessary to warn the wisest and the wisest against this dangerous letter. Many souls may be grievously hurt by it, especially by their believing in it, and others by its being a scandalous, a stumbling block to Faith, a tripper up of souls. I venture to point against the blasphemy, whether written or unwritten, of the latest days of evil and to declare that neither the Right Reverend the Bishop of Victoria, nor the Most Reverend Monsignor Feroni, nor any other Christian prelate could for a moment countenance such a derogation to the Almighty about the dispensation of His punishments or rewards or other of "His ways with men."—Yours truly,

P.S.—The little prayer itself is not merely harmless, but praiseworthy, asking for help against evil and for final salvation. The harm is, of course, in the threat and the promise.

ACCIDENT TO POLICE LAUNCH. DRAGGED AT TIMHATBUI.

This morning about eight o'clock Police Launch No. 5, in charge of Police Sergeant Edwards, was being away alongside the Police Pier at Timahatbui when the strong tide running carried her against the corner of the wharf, knocking a hole in her starboard side amidships near the engine-room. The launch rapidly began to fill with water and had to be bailed. She lies on the East side of the Pier with her decks awash.

## Indian Insubordination IN THE POLICE FORCE.

Rumours have gained currency within the past few days concerning the occurrence of what is described as organised insubordination amongst the Indian Contingent of the local Police Force. This is not the first occasion upon which the Sikhs have proved troublesome and showed their powers of combination. The last instance of serious disaffection occurred a good many years ago, when a batch of new recruits refused to sign the pay-sheets on the ground that they had been brought from India under false pretences so far as their rate of pay was concerned. That revolt against constituted authority was very effectively checked by summary departmental action.

In the present case, the cause of the disaffection amongst the Sikhs is of a different nature, but its latest phase appears to be equally serious. The Police authorities are reticent regarding the affair. From such information as can be gleaned, it seems that the

trouble commenced through the arrest by an Indian constable of a Chinese coolie who was strolling over the grass-plots in the Botanic Gardens. Some other coolies attempted to get the prisoner off, but more Indian constables came to the assistance of their compatriot, and a fracas ensued.

The disturbance ended up by the whole crowd being escorted off to the Central Police Station where the coolies were charged with disorderly conduct whilst they in turn charged the Indians with assault. Instead of the charge against the Sikhs being dealt with departmentally, they were given that it should be sent before the Magistrate for hearing. This action, it appears, was strongly resented by the rest of the Indian Contingent, who considered that their colleagues were being harshly treated for having done nothing but their duty. Accordingly they requested the Captain Superintendent of Police to grant them

in order to submit to him their views on the case. From all accounts the members of the party who waited on the Captain Superintendent were inclined to be violent in their utterances, and in the end refused to return to their quarters when ordered to do so and had to be removed in custody.

Later on the offenders were brought before the Captain Superintendent and were fined in sums ranging from \$1 to \$5 according to rank. Two of the Sikhs who had made themselves particularly prominent in inciting the crowd to opposition when before the C.S.P. were sentenced each to fourteen days' hard labour.

In the meantime, the Police authorities have taken steps to check the existing disaffection by transferring certain of the offenders to outstations, interchanging the interpreters and so on. It is to be hoped that the trouble is at an end, but in some quarters it is stated that the last of it has not yet been heard.

## MOTION FOR LEAVE TO APPEAL.

FULL COURT CONSIDERS APPLICATION IN FALSE IMPRISONMENT CASE.

Before a Full Court, consisting of the Chief Justice, Sir Francis Pigott, and Mr. Justice Hazeldene, Acting Puisne Judge, in the Summary Court this morning, Mr. C. G. Alabaster, instructed by Mr. W. E. L. Sheehan, of Messrs. Deacon, Looker and Deacon, moved for a motion for leave to appeal from a decision of Mr. Justice Hazeldene in the case in which Wong Fu Ng, complainant, sued Capt. A. A. Johnson, Master of the s.s. *Shui On*, to recover the sum of \$4,000 as damages for alleged wrongful arrest and false imprisonment on the 26th February last, and in which the jury found that no felony had been committed and awarded the plaintiff general damages in the sum of \$500. The motion being an *ex-parte* application, the plaintiff was not represented in Court.

Mr. Alabaster said that that was an application for leave to appeal from a decision of Mr. Justice Hazeldene, delivered on the 13th June last, on three grounds, viz., that his Lordship was wrong in fact and in law when he held that there was no case to go to the jury in respect of certain paragraphs. The action was an action for false imprisonment, in which the plaintiff claimed damages. Practically, the imprisonment was admitted by the defence but four grounds of justification were set out in the statement of defence. His Lordship allowed only the felony justification to go to the jury but the principal ground, whereby it was allged that the plaintiff had wilfully obstructed and molested the crew in the execution of their duty, was not allowed to go to the jury although there was plenty of evidence offered. His Lordship held that the Section did not apply to the Colony.

Leave to appeal was granted.

## COOLIES AT THE P. O.

Residents who for a long time have had good reason to complain of the public nuisance caused by the daily congregation of stamping coolies at the Post Office and in Pedder Street will be pleased to hear that this traffic is not going to go on forever as one was almost afraid it would. It is calculated that in two or three months more, all the Hongkong copper coins in circulation will have been called in. For some time they have been coming back into the Colony by the hundred-weight but now the supply is slackening off discernibly.

When an end is put to the existing state of matters none will be better pleased than the Police, who have to listen to constant complaints regarding their inability to deal with the nuisance, whilst knowing only too well that they have no power to arrest any of the offenders. Already we hear of two European shorekeepers in Pedder Street having given notice of intention to quit their premises on account of the crowd of coolies who throng about the Post Office and in front of their shop doors.

## Canton River Trade.

### THE STEAMBOAT "POOL."

AGREEMENT SIGNED THIS AFTERNOON.

In our last issue we stated that we were in receipt of information from a thoroughly reliable source that the formation of a "pool" among the various steamboat companies running steamers in the Canton River trade was practically an accomplished fact. Negotiations had been in progress for some considerable time past, and at last all the companies had arrived at a basis of agreement which was considered to be satisfactory to all the interests concerned. We said yesterday that we understood the "pool" would be signed by the contracting parties at an early date. Pursuing our inquiries further to-day our representative has learned from an unimpeachable source that the agreement for the river boat "combine" was actually executed this afternoon. The parties to the agreement represent all the seven companies and firms now plying steamers on the Canton river and include the British, foreign (i.e. French) and Chinese firms. As the Hongkong, Canton and Macao Steamboat Co., Ltd., own the "biggest" aggregate of tonnage engaged in the river trade, it was only but natural that that capital-managed and efficiently officered Company should exercise the

### CONTROLLING INFLUENCE

in the management of the "pool." In their own interest the smaller concerns have been wise in deciding to cast their lot with the pioneer Company instead of persisting in pursuing a suicidal policy of competition in the lower deck fare which spells ruin to certain of the smaller concerns and possible financial disaster to others. It is a well-known fact that the Hongkong, Canton and Macao Steamboat Co. are in a position of being able to maintain an equable dividend out of their splendidly accumulated reserves, thanks to the cautious policy pursued by past administrations having in view the possibility, since realised, of prospective competition. So that with the large reserve funds at their disposal and consequently a long purse, the Company can, if it so suited the management, wage a warfare that will ultimately starve off the under-capitalised concerns or those having a working capital just large enough to keep them upon a hand-to-mouth existence. For all the companies interested, therefore, the arrangement definitely concluded this afternoon is far the best that could be arrived at in the circumstance since it is an undeniable fact that the tonnage employed in the river traffic is far in excess of past and present requirements.

### A PASSENGER "POOL."

The "pool" as stated last evening, has only to do with the Chinese steamer passengers, the saloon tariff and cargo schedule not being affected at all. The division of profits is one that concerns the steamship owners alone and what the ratio is, is a matter of no public interest. Suffice it to say, that the agreeing parties to the signed compact will have seen to the terms and conditions being apportioned on an equitable basis, always having regard to the larger and prior claim of the senior Company in the trade.

### DATE OF OPERATION.

Although in certain quarters the "pool" is regarded in the nature of a tentative arrangement likely to last for a short period of a few moments only, there is no reason to doubt, when regard is had to the benefits arising to the shipping interests, that the "pool" will remain in force for a period of twelve months. Just enough time that will be required to adjust the new tariffs, and no longer, will be allowed to elapse before the new scale of fares is brought into operation. We should not be surprised to see it fully working order by Monday next, the 20th inst. Shareholders in the shipping companies joining the "pool" will have every reason to congratulate themselves upon the improved prospects of their respective companies from a dividend-paying point of view.

## A BABY SEIZED BY A LION.

A trained lion which was being exhibited on an open stage at Cleveland, Tennessee, suddenly dashed among the audience, says an *Express* telegram, and seized a baby out of the arms of a frantic mother, and carried it in its mouth to the rear of the stage.

The infant was bleeding on the head and face, and the lion dropped it on the stage, planted its forepaws on the baby, and started to lick the wound.

Some spectators who were panic-stricken hurried away. Others seized everything that was available as a weapon, and directed the lion's attention from the baby while the keeper snatched the infant away and drove the beast to its cage.

The baby was badly bruised and lacerated, but is expected to recover.

## UNITED SOUTH AFRICA.

### A RIFT IN THE LUTE.

London, June 15. Considerable bitterness has been aroused both in South Africa and England by Mr. Louis Botha's decision to oppose Sir Percy Fitzpatrick in East Pretoria at the Union elections.

Sir Percy Fitzpatrick has always advocated trusting the Dutch, and it is pointed out that Mr. Botha's action is a poor return for the former's broadmindedness. This is the first discordant note in connection with the Union.

## FIGHT FOR OIL TRADE IN EUROPE.

### CONCESSIONS IN THE MALAY ARCHIPELAGO.

Lisbon, April 25.—The driving of American and Russian petroleum from the General European market is said here to be the object of a British syndicate to which the Lisbon government has granted a concession for the working of all oil deposits in Portuguese Timor, the most easterly island of the Sunda group, in the Malay Archipelago. Experts say the field is practically inexhaustible, and is accessible at all times of the year at a ridiculously low price to European consumers.

## THE MITCHELL-LEMM CASE.

### MOTION TO REVERSE JUDGMENTS.

Before Sir Francis Pigott, Chief Justice, and Mr. Justice Hazeldene, Acting Police Judge, sitting as a Full Court this morning Mr. M. W. Slade, K. C., moved that the judgment in the action in which Thomas Alexander Mitchell sued John Lemm, architect, to recover damages for alleged criminal conversation with his wife on the point of law raised by the appellant on the 9th June, 1909, and that the judgment in the action given on the 7th September, 1909, may be reversed or varied and that the judgment given in the action on the 8th December, 1909, may be reversed or varied and that judgment be entered for the appellant and that the costs of that application and in the Court below may be paid by the respondent to the plaintiff. Mr. M. W. Slade, K. C., instructed by Mr. P. M. Hodgson, of Messrs. Ewins and Harston, appeared on behalf of the appellant and Mr. C. G. Alabaster, instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, was for the respondent.

Mr. Slade stated that the application was against three several judgments. One was given on a point raised on the pleadings of that action and the others were two questions which were left to the Court to decide on the verdict of the jury. The first went to the root of the whole action; the others went only to the amount of damages recoverable. The first question was whether all the matters in dispute in the action had already been finally decided in another action which had been tried *res judicata*. Plaintiff appealed against the judgment because the result of the former action did not afford a defence in the last action. With his Lordship's judgment *res judicata* in the main Court most respectfully agreed but he thought if his Lordship followed out the reasoning in the judgment, with a better appreciation of what the result of the previous action was, he would come to the conclusion that the matters had been finally concluded between the parties by the respondent of the former action. There was very little indeed in his Lordship's judgment which would not be cordially accepted by all parties but his Lordship's conclusion was arrived at under a very slight misapprehension. His Lordship missed the effect of the previous judgment and the effect of the Declaratory Act. In order to appreciate the effect of the previous judgment, it was necessary to see exactly what was done in the previous action. The statement of claim in the previous action set up, or, rather, alleged, a number of acts of adultery committed by the defendant with the wife of the plaintiff, who claimed damages, and to that statement of claim a defence was put in, first of all denying the acts complained of and secondly raising a point of law, which was afterwards allowed to be heard before the trial of the action alleging the acts. Under the modern system of pleadings, facts, not law, were pleaded, except in one particular instance. There was a special provision under which Counsel was allowed to plead a point of law in lieu of a demurrer. The demurrer was abolished and liberty to plead allowed in place thereof. A point of law thus pleaded might be set down for trial separately. The trial of a point of law was in all respects the same as the trial of a demurrer. The law in the Colony at the time judgment had been given was that the acts by the defendant were exactly on the same footing as the acts of the defendant if he had seduced the daughter of the plaintiff when the daughter was not in plaintiff's service. Plaintiff could receive no damages even if in fact he had suffered pecuniary damage. His Lordship had looked too much from the point of view of the general principles of law and too little from the point of view of the rights of the individual.

After further argument the case was adjourned.

## SEAMEN'S INSTITUTE.

### PROGRAMME OF PROCEEDINGS.

The programme of proceedings at the opening of the Seamen's Institute on 18th inst, at 4 p.m., is as follows:— Reception of His Excellency the Officer Administering the Government by Sir H. N. Mody and committee. Prayer by Rev. A. P. Crofton. Opening speech: The Bishop of Victoria. Presentation of Institute to the Colony by Sir H. N. Mody. Speech by H.E. the Officer Administering the Government.

## THE CONSUL.

One of the most learned and surely the wisest of all Consuls in China or anywhere else wrote as follows:—

Who is the happy Consul? What is his Who each aspiring soul should wish to be? He who behind his hospitable door Plays like Trafalgar sounds from 10 to 4. Taker Rip Van Winkle as a type to follow, Makes of his Consulate a Sleepy Hollow, Content to snooze his lazy hours away. Sure of a pension and his monthly pay. So he can keep on good terms with his chief, Lest meaner interests come to utter grief. Treats with smooth oil of august Legation nerves. With vinegar the public whom he serves. Each care through native spectacles he sees, Less Consul than Protector of Chinese. Trembles at glances from Viceregal eyes, And cowers before contemptuous Tao-tai's. But should more masculine his aid implore, Is quite the haughty personage once more. Lives on the bounty of the public purse. Yet greets that public with a smug, smug curve. With scorn that speaks of anything but pleasure. Danols ill-advised invaders of his leisure. From outward signs of courtesy attempts. Trembles (the light) protests with the fact, comes. Does little, strives to make that little less. And leads a life of cultured uselessness. Such is the happy Consul, such is he. Who each aspiring soul should wish to be. G. M. H. P. in *Q. J. Z. News*.



## THE SLOPES OF TAIMOSHAN.

A NEW TERRITORY HEALTH RESORT FOR HONGKONG.

(Special to the "Hongkong Telegraph.")

This is the season of the year which everyone in Hongkong finds to be most trying—when one ceases to take offence at being told by one's friends, "You're looking so well," so repeatedly is the unpleasantly frank salutation encountered. Those fortunate people who have earned a term of relief from their labours have long time ago fled to less torrid zones, leaving a sorely depleted community of Europeans to face the torments of a Hongkong summer and to develop thirst and anemia till the sweltering days of August have been ticked off. It is just in times like these that one begins to realize that Hongkong is lacking in one most important essential in the life of an Oriental city: the Colony has got no health resort.

True, the Peak we have always with us; but for many reasons which need not be enlarged upon, the Peak cannot be considered as an available health resort to the dwellers in Victoria or in Kowloon. It may be asserted that Macao offers all the advantages that a watering place ought to have on its bill of fare. Beauty of situation and salubrity of climate the Portuguese Settlement indisputably possesses, but to Hongkongites in general Macao appeals less as a resort of seekers after health than as the

MONTICARLO OF THE EAST, a place whose pleasures are rather feverish and are apt to be followed by a reactionary depression. Japan, again, is too far away and the trip there is too expensive to serve the needs of an ordinary mortal. What Hongkong folks are in want of is a healthy place of resort where the even tenor of the simple life may be pursued for a week or even a week-end—a place altogether away from the City and its business associations, yet within easy reach, blessed with freedom of surmounting, beauty of view, and situated at such an altitude as to ensure the presence of hardly the prevalence of cool breezes from the sea.

Many residents in Hongkong will be surprised to hear that they have almost at their very doors one of the most beautiful and withal convenient bits of country that could be found on the China coast for the establishment of a sanatorium. And this is on the

SLOPES OF TAIMOSHAN, in the middle of our own New Territory. Unfortunately for themselves, most people in Hongkong have very little knowledge of the New Territory. To them it is terra incognita. As they gaze across the Harbour waters they see only the sterile, frowning, jagged hills that dominate Kowloon Peninsula and form from these their estimate of the land that lies behind, imagining nothing of the smiling valleys and fruitful plains protected by that forbidding barrier.

It is now nearly two years ago since the writer first travelled across the New Territory to company with a Government official who had spent much of his life in the public service here. He was most enthusiastic in his appraisal of the value of this new British possession. Indeed it appeared to be almost ridiculous at that time to hear him dilate upon the great developments which the future held in store for this country, to hear him prophesy the coming of the railway (where the public highways were bridle-paths) and the spanning of water-courses (where the bridges were rotten pine). Yet to-day we see the fulfilment of his rosy vision.

THE RAILWAY may be almost said to be an accomplished fact. The Territory has been opened up with fine new roads, and streams have been spanned by modern bridges. But that which struck one most forcibly in this official's forecast of the future was his belief also that a health resort for Hongkong residents would eventually be established in the New Territory. As time goes on the possibility of a sanatorium or a hill settlement arising on the heights of Taimoshan appears to approach more nearly to realization. Taimoshan is the highest peak in British Kowloon. The view it commands of sea and plain is unsurpassed for loveliness. The railway passes close to its base. Land is cheap for building lots. And the surrounding country with its villages will be found to be a veritable field of pleasurable surprises by the amateur explorer.

Any one who has had experience of the delights of a sojourn at Fochow's summer refuge, Kuliang, will at once appreciate the idea of a similar retreat being provided for Hongkong. On Kuliang heights there is always a difference of ten degrees in the temperature as compared with Fochow, and blankets are a necessity at nights. The first

FOREIGN RESIDENCE there was built in 1886 by Dr. Rennie. Now there are more than one hundred houses, and in the summer time these are fully occupied by dwellers driven from the plains. Under a Public Improvement Committee several miles of paved roads have been constructed, mostly by voluntary contributions by those benefiting from residence on the mountain. There are charming hill walks and many interesting places within easy distance. From the middle of June till September a daily mail service is maintained with Fochow. There are numerous private tennis courts and two public courts on the mountain, and also a swimming pond and bill streams.

All these natural advantages enjoyed by Kuliang are equally to be found in the New Territory. Nor is there any lack of land for the provision of tennis courts and playing grounds. Whether Taimoshan were to be developed into a health resort by the establishment of a sanatorium or of a settlement of pavilions the project only requires some measure of public support in order to become a reality. The erection of

A SANATORIUM on Taimoshan has been discussed on more than one occasion during the past few years in the public Press and there is little doubt that any local syndicate formed to carry such a scheme, into effect would find it to be a good investment. As at Kuliang, various individuals hold houses of their own, they would have no difficulty in letting their houses during the months in which they did not require them for themselves.

## RUBBER RESULTS.

LONDON ASIATIC, JOHORE LANDS, AND SIMO REPORTS.

The report of the London Asiatic Rubber and Produce Company, Limited, states that the rubber crop harvested during 1909 amounted to 75,427 lbs., against a revised estimate of 65,000 lbs. on an actual yield in 1908 of 43,449 lbs. The net average price realized was just under 7s. 3d. per lb. An appreciable decrease is shown in the cost of production, the figures working out at 1s. 0 1/2 per lb. f.o.b. Port Swettenham, as against 1s. 1d. in 1908. The taploca output of 6,169 piculs fell short of the estimate by 2,331 piculs. Prices ruling for the article throughout the year were very poor. The average sale price per picul comes out at \$4.90 after deducting sale and shipping charges. Coffee added a small sum to the revenue, but practically no further income will be derived from this source, as the few remaining bushes are gradually being cut out in order to facilitate the working of the rubber. It is proposed to increase the capital of the company from £140,000 to £150,000. In making this proposal the directors have in mind the question of clearing the estates of the present mortgage by redemption of the outstanding debentures as well as the provision of a margin for future capital expenditure. At the request of several members, the directors have decided to submit to the shareholders for their consideration the advisability of sub-dividing each of the 4 shares into ten shares of 2s. each. 110,000 lbs. of rubber and 2,500 piculs of taploca are estimated 1910. The net profit for the year amounts to £23,880, to which has to be added the amount carried forward from last year—namely, £1,419—making a total of £25,300 which the directors recommend should be dealt with as follows:—In writing off the balance of preliminary expenses, £1,656 in payment of a dividend of 1 1/2 per cent, less income tax, for the year, leaving to be carried forward £5,241.

THE REPORT OF THE JOHORE RUBBER LANDS (Malaya), Limited, states that the company was incorporated on March 10, 1909 but in terms of the contract with the vendor company the estates were taken over on January 1, 1909, and the accounts, therefore, dealt with a period of twelve months. As advised in the circular letters issued on March 31 and April 13 last three of the company's blocks have been sold—viz. Main Nos. 3, 7 and 8—for a cash consideration of £15,500, and the properties have been transferred to the buyers, and Segamat blocks Nos. 1 and 2 have been disposed of to the Segamat (Johore) Rubber Estates, Limited, the purchase consideration being £10,000 in fully paid shares of 5s. each. Excluding the above blocks, there remain ten blocks of unoccupied land, aggregating over 25,000 acres, and four blocks aggregating 10,061 acres.

SIMO RUBBER ESTATES.—The report of the Simeo Rubber Estates Limited, states that after bringing forward £1,253, and providing for general administration expenses £1,000 and directors' fees, the net amount at credit of profit and loss account for the year 1909 December 31, is £2,415. It is proposed to pay a dividend of 10 per cent. on the paid-up capital of the company (absorbing £1,200), and to carry forward the balance, £1,215. The returns for the past season, owing to the serious falling off in the cocoa crop through unfavourable weather, coupled with a much lower price, have reduced the profit very largely. The quantity of rubber harvested is still small, and the dividends depend chiefly on the cocoa crop, which varies in amount considerably from year to year. The crop for the season amount to 101-Liberian casks, 684.74 piculs, against 569 15 piculs in 1908; cocoa, 316.99 piculs against 1,061.72 piculs; indigo, 6,663; Amsterdam lbs., against 8,344; Amsterdam lbs.; indigo seed, 160 piculs, against 93 piculs; kapok seed, 17,030 piculs, against 17,060 piculs; pepper, 10.83 piculs, against 13.65 piculs; coca leaves, 8,154 Amsterdam lbs., against 16,133 Amsterdam lbs., outgoes and mace, 1,741 Amsterdam lbs., against 1,464 Amsterdam lbs., and rubber, 1,773; Amsterdam lbs., against 618 Amsterdam lbs.

## RUBBER STOCKS.

NO EXCESSIVE SUPPLIES TO JUSTIFY LOWER PRICES.

An article in the rubber position which appears in the "Times Commercial Supplement" gives figures in support of its view that there has been no material change in the actual statistical position of rubber. Rumours are in circulation of secret supplies held in stock at Liverpool, but says our contemporary, it is difficult to put much faith in these in view of the extraordinary tempting prices prevailing, and the fact is nothing in the import figures to suggest it. The gross imports of rubber into the United Kingdom last year showed an increase over 1908 and 1907, but the net imports, after deduction of re-exports, were, in fact, greater than in 1908 small than in 1907, as shown in the following table:—

	1909.	1908.	1907.
Gross imports.....	85,003	88,753	33,364
Re-exported.....	19,896	17,992	17,451
Net imports.....	15,107	70,861	15,913

A similar comparison for the three months ended March 31 gives the following results:—

	1910.	1909.	1908.
Gross imports.....	10,751	8,613	8,675
Re-exported.....	6,683	4,158	5,747
Net imports.....	4,068	4,455	2,928

In the face of the well-known demand which has existed, these figures do not favour opportunities to make secret unaided accumulations of imports.

## UNITED SINGAPORES.

RIGHTS TO NEW ISSUE.

Messrs. E. S. Kadoorie & Co. are credibly informed that the transfer books of the United Singapore Rubber Company have been reopened, in order to enable holders who have not already done so to have their shares transferred to their names—thus securing rights to new issue.

## THE POPPY IN SZECHUAN.

Chungking, May 21.

Repent of great diminution in the quantity of opium under cultivation this year have been so wonderfully favorable, that I am sure there is need to correct a tendency to suppose that extirpation is all but an accomplished fact.

I was gravely told in more places than one when I was in England two years ago that there was no more footblodding now in China; all women were enjoying "natural feet" and the torturing of little girls with foot bandages was a thing of the past. Mrs. Little, I was told, had been successful in abolishing the horrible custom.

We all owe a great debt of gratitude to Mrs. Archibald Little for the extraordinary fervour, concentration and ability with which she conducted her crusade. But no one who knows, least of all Mrs. Little herself, would say that the custom of footblodding has been done away with.

In the same way reports one has seen concerning the reduction in poppy cultivation in China may have conveyed a similar mistaken impression, to people who are too busy to investigate the facts, that poppy crops are hard to find, if not already things of the past.

Wonderful as has been the diminution this year, such an impression is as mistaken as that concerning footblodding.

It is a well-attested fact that in Szechuan there is still a considerable cultivation and trade in the poppy. The cultivation is of course, not in conspicuous situations, but mostly away from high roads. In one county, Fouchou, and that one of the largest, it is not the largest, in the province, an observant traveller would scarcely believe that prohibition is the declared policy of the Government. There is an exception in this case to the secrecy. On the hilly banks of the Upper Yangtze I saw a month ago in this county eight-tenths of the cultivated slopes filled with the poppy just coming into bloom (later part of April). There was little attempt at secrecy. From one end of this large county to the other, about seventy miles, the poppy is this year spoiling the crops of maize, beans, peas, wheat, and other cereals; and what is worse, the poppy is again limiting the cultivation of the Chinese staff of life—rice—so that rice is dearer than ever.

As far as the eye could reach from a boat in the middle of the broad river the poppy was the one conspicuous feature

of the hill sides. I could scarcely believe my own eyes, and was only convinced when I went ashore and made a closer inspection of the fields and conversed with the people. This open defiance of the prohibitory Edict has, I presume, been kept from the knowledge of the Viceroy in Chungking, whose seat of administration is four hundred miles distant from Fouchou city. But this rebellious attitude has not been kept a secret from the Taotai residing in Chungking. He was made aware of the facts at the end of last year, and went himself with some soldiers in the steamer Shantung to "exhort the gentry and people of Fouchou to abandon their rebellious attitude." He faced the chow official ten thousand taels and exhortation. I hear that this fine will be backed in a loan fund to help the farmers through with their losses, at a rate of interest undefined.

The Taotai also took guarantees from the local gentry that all the poppy crops not destroyed by the soldiers should be rooted up by their (the gentry's) orders.

What really was done was this. On hearing of the purpose of the Taotai and his soldiers the farmers covered the poppy sprouts with earth. The soldiers visited a few farms near the city, and discovered very little sign of poppy. Where any was showing they cut off the tops, but took care not to cut so low as to kill the plant. Probably they also took guarantees (1) or fines (2).

After a few days the Taotai and his soldiers returned to Chungking. Surely such drastic measures would turn rebels into good and obedient subjects! Or is the whole business no more than Comic Opera?

When they were at a safe distance the farmers hastened to uncover and avidously encouraged the sickly and injured plants to hope still to make them profitable. But they did not stop there. They planted additional late crops in fields which had been prepared for maize. The net result then of the Taotai's visit was a pocketful of fees and guarantees for some one, and a greatly augmented poppy cultivation. But we have not done with Comic Opera yet. The new Chon official put out a very correct and orthodox proclamation that poppy was prohibited and then called a conference of the heads of Town. To them he laid down the law. He would make a personal inspection during the fourth moon, and if he found any poppy he would confiscate the farmer's land and have the farmer beaten. Dear man, he knew quite well that by the date stipulated all the poppy crops of the present year, even including the late ones sown after the Taotai's visit, would be harvested and out of sight.

Of course the poppy crops are poor. Buying the plants for two or three weeks in January; cutting off the tops of the plants not buried; lack of sunshine; and the ingenious trick of planting alternate rows of peas and poppy, or wheat and poppy, so that the bloom should be hidden from distant view, all militated against a prolific result.

But with prices varying from five to ten times what used to prevail, even poor crops are good enough this year to make fortunes with.

It is fanciful to say that, with eight-tenths of the field growing poppy in a county seventy miles from boundary to boundary, such criminal slackness on the part of the officials will breed trouble for next season?

Fouchou rich and impure, why should not a hundred other counties, when they realize the impunity in this case, disregard the prohibitory Edict and next November sow the seeds of a profitable harvest? Rebellion pays when mandarins are disloyal.

Those interested in this now

## CRIMINAL TRADE.

have won through and have gained this year even more than they expected. And they are in high hopes of finding a way through next year. This is clearly shown by the rise in the value of property in Fouchou since last December. I had large houses and premises offered me then at reasonable prices. In April these same premises were either not in the market or had doubled their purchase price. Whatever folk—other counties, may have in the prohibition policy, Fouchou is at present unconcerned. And adjoining counties are actually preparing to disobey in the autumn by purchasing seed now from the farmers of Fouchou county—N. C. D. News.

## COMMERCIAL.

June 16th, 3.00 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars.....	66
Anglo-Java.....	116
Anglo-Malaya.....	59
Balgownie.....	51
Batu Tiga.....	110
Bertams.....	—
Bukit Kajang (pp).....	—
Bukit Rajah.....	—
Caray United.....	25 1/2 prem.
Castlefields.....	130
Changkat Serdang.....	58
Chomas.....	520
Damansaras.....	170
Eastern International.....	35 1/2 prem.
Fed. Selangor.....	—
Glencaly.....	53
Glenside.....	—
Gocondas.....	135 1/2
Golden Hopes.....	—
Highlands and Lowlands.....	157 1/2
Indragiri.....	535
Inch Kenehi.....	—
Jegales.....	—
Jonglondong.....	—
Kamangs.....	8 1/2 prem.
Kuala Lumpur.....	197 1/2
Laadrons (fully paid).....	—
Laadrons (ppd.).....	—
Labus.....	—
Ledbury.....	95 1/2
Liong.....	60 1/2
London Asiatic.....	156
London Ventures.....	71
Morlimaus.....	—
Pajamas.....	164
Pegohs.....	543
Rubber Trusts.....	50 1/2 prem.
Saggs.....	—
Sandycrofts.....	337
Sapongs.....	—
Seafields.....	—
Sekong.....	35 1/2 prem.
Shelfords.....	75
Singapore & Johore.....	520
Sumatra Paras.....	13 1/2
Sungei Chohs.....	135
Sungei Kapars.....	126
Tandjong.....	55 1/2 prem.
Tangkahs.....	27 1/2 prem.
Toerangie.....	—
Ulu Rantou.....	—
United Serangs.....	130 1/2
United Singapore.....	53
United Sumatras.....	116
United Langkats.....	—
Para Rubber.....	10 1/2 per lb.

Liuggi Co. has declared an interim dividend of 1/2.

## SINGAPORE QUOTATIONS.

Messrs. Ellis and Ellis advise us of the receipt of the following telegraphic quotations from Singapore to-day:—

	1.50 p.m.
Ayer Panas.....	312
Balgownie.....	19
Changkat Serdangs.....	13
Glencaly.....	275
Indragiri.....	30
Pajamas.....	18
Pegohs.....	42
Sandycrofts.....	38
Singapore and Johore.....	18
United Singapore.....	2

## MAY RUBBER RETURNS.

GEDONG—13,500 lbs.  
NOVA SCOTIA—8,480 lbs.  
JENONG—18,500 lbs.; Total five months 82,840 lbs.

ALOR PONGSU—1,770 lbs.  
GLENSIDE—3,320 lbs.; Against 571 lbs.; Total for five months 17,235.

Agents, Messrs. Jaeger and Co.  
UNITED SUMATRA—Coffee 330 piculs; Rubber 3,328 lbs.

Agents, Gunn and Co.  
TRAFALGAR LTD.—250 lbs.

Kuala Lumpur, June 7.  
F.M.S.—31,870 lbs; Total for year 291,577 lbs; Against 126,512 lbs.

KUALA LUMPUR—38,500 lbs; Total eleven months 449,400 lbs; Against 179,972 lbs.

EDINBURGH—6,400.  
SUNOEI WAY—5,734 lbs.

NORTH HUMMOCK—5,879 lbs.  
CASTLEFIELD—3,030 lbs.

Agents Sharp Ross & Co.  
MERLIMAU—6,031 pkls. taploca value \$42,157 (Dec-May).

CHIMPUL—1,785 pkls. taploca value \$18,418 (Apr. and May).

BATANG MAI KA—1,484 pkls. taploca value \$14,740 (Dec-May).

## SINGAPORE SHARE MARKET.

FRASER AND CO.'S CIRCULAR.

No signs of improvement in the market have been apparent during the past week, but prices have continued to drop, and apart from a fair amount of forced selling there is little business to record. At the close, however, a better tone prevails, and the low prices are beginning to attract investors.

RUBBER.—It will be seen that, almost without exception, prices of both sterling and dollar shares have receded considerably. Malacca Ordinaries are quoted about 1/12; Bukit Kajang 8 1/2. Highlands and Lowlands are changing hands round 26. Duffs round 204. Selangor Rubbers at 70 1/2 and Bukit Mertajams at 34 7/2. Balgownie stand at 5 1/2 to 5 1/4. Ayer Panas are down to 5 1/2, and United Singaporeans have changed hands at 5 1/2 to 5 3/4. Changkat Serdangs have been done at 5 1/2, and Port Dicksons are attracting attention at 5 1/2 premium. Mines.—A small number of Raube and Kroonh have changed hands at last week's quotations. General.—Strails, Tanden remains unchanged at 58 1/2 to 59 1/2 business done. Howarth Enkips's Preference Shares have been sold at 5 1/2 and Straits 104 at 5 1/4.

## To-day's Advertisements.

TO LET.

NO. 5, CANTON VILLAS, Kowloon.

A HOUSE in KNOTSFORD TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 16th June, 1910 [304]

## NOTICE TO CONSIGNEES.

THE F. &amp; O. S. N. Co's Steamer.

"SOMALI,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being loaded and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 22nd inst. at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 15th June, 1910.

## NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd of June, at 9.30 A.M.

All Claims must reach us before the 25th of June, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

## THIS STEAMER BRINGS CARGO

Ex S.S. Thetis from Smyrna.

## NORDEUTSCHER LLOYD,

MELOHRS &amp; CO.,

General Agents.

Hongkong, 16th June, 1910.

## THE CANTON-MACAO RAILWAY.

The Wai-wai-pu has been requested by the Portuguese Minister in Peking to open negotiations on the question of joining the lines of the Canton-Macao Railway together.

It is reported that special regulations on this subject will shortly be prepared.—Shanghai Times.

## Events Coming.

Friday, 17th June.

Auction sale, salvaged goods, ss. Kwelying, O. N. Co's Godown, West Point, 11 a.m.

Saturday, 18th June.

Auction sale of Irish linen and binoculars, Haynes and Hough, 11 a.m.  
New Games's Institute, opening ceremony, 4 p.m.

## THE COMET

has almost disappeared but H. Price and Co.'s establishment is still here,

and you can always rely on getting from them the best value in

ALES,

STOUTS,

WINES,

SPIRITS,

CIGARS, ETC

A call at No. 12, Queen's Road Central, will prove to consumers

that they cannot do better than deal only with

H. PRICE AND CO. LTD.,

WINE and SPIRIT MERCHANTS.

Telephone No. 233.

Hongkong, 16th June, 1910.

## Intimations.

## CHEESE

MILD CANADIAN STILTON.

60 cents per lb.

## THE



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER 12 DAYS VANCOUVER TO YOKOHAMA SAVING 10 TO 15 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.

"Empress" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon. Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as equal to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus. Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Government of China and Japan, and the families.

Through Passengers are allowed Stop-over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed "Intermediate") the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 643.

Via New York 645.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

12

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 17th June, 4 P.M.
TIENSIN via WEIHAIWEI	"CHIPSING"	SATURDAY, 18th June, Noon.
SHANGHAI	"HANGSANG"	MONDAY, 20th June, Noon.
SINGAPORE, PENANG & CALCUTTA LAISANG	"MONDAY"	MONDAY, 20th June, Noon.
MANILA	"YUENSANG"	FRIDAY, 24th June, 4 P.M.
SHANGHAI, KOBÉ & MOJI	"NAMSANG"	FRIDAY, 1st July, Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days). The steamers "Kaitang," "Namsang" leave about every 2 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kaitang, Laidai, Daito, Simpoora, Tawao, Dunsan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., Telephone No. 215, Hongkong, 15th June, 1910.

General Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	TO SAIL
HONGKONG	"KAIFONG"	17th June 3 P.M.
SWATOW, A. OY & SHANGHAI	"FAMSHUI"	17th " 4 P.M.
SHANGHAI	"CHINQUA"	19th " Daylight.
SHANGHAI	"CHINQUA"	19th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHINQUA"	23rd " 4 P.M.
SHANGHAI	"CHINQUA"	25th " Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout, and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA-TWINS-CORREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWINS-CORREW STEAMERS (Anker, Chama, Linan, Chama) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

"No" Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Mowat Pier at 10 o'clock every Saturday night.

These steamers and passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 16, Hongkong, 16th June 1910.

Agents.



HONGKONG MANILA

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
"LATIHO"	1500	St. Rodgers	MANILA	SATURDAY, 18th June, at Noon.
"RUBI"	1500	A. Friess	MANILA	SATURDAY, 25th June, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.

General Managers.

Telephone No. 11, Hongkong, 15th June 1910.

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Agents.

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Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TAGOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA, KEELUNG, MOJI, KOBÉ AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,051	WEDNESDAY, 16th June, at Noon.
TACOMA, KEELUNG, MOJI, KOBÉ AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 13th July, at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted vessels for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TASMU, SWATOW & AMOY.	"DAIGO MARU" Capt. H. Murayama	SUNDAY, 19th June, at 10 A.M.
ANPING via SWATOW and AMOY	"JOSEPH MARU" Capt. Y. Yamamoto	WEDNESDAY, 23rd June, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. —	THURSDAY, 23rd June, at 10 A.M.

Special Reduction of 15% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHU MARU" and "BUJUN MARU"—First class cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 16th June.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DISTINCTIONS	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KAMO MARU" Capt. F. L. Sommer, Tons 9000 "AKI MARU" Capt. T. Honma, Tons 7000 "KISHI MARU" Capt. A. E. Moses, Tons 9000	WEDNESDAY, 22nd June, at Daylight. WEDNESDAY, 6th July, at Daylight. WEDNESDAY, 24th July, at Daylight.
VICTORIA, B.C., & SEATTLE	"SADO MARU" Capt. S. Hirotsu, Tons 7000	SATURDAY, 16th July, From KOBÉ.
VICTORIA, B.C., & SEATTLE	"SAWA MARU" Capt. S. Ichikawa, Tons 7000 "INABA MARU" Capt. K. Kawata, Tons 7000	TUESDAY, 21st July, at 4 P.M. TUESDAY, 19th July, at 4 P.M.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"YAWATA MARU" Capt. T. Sekine, Tons 5000 "MIKOTO MARU" Capt. M. Yagi, Tons 6000	FRIDAY, 8th July, at Noon. FRIDAY, 5th August, Noon.
BOMBAY, via SINGAPORE AND COLOMBO	"TOMA MARU" Capt. Y. Nomura, Tons 6000	TUESDAY, 28th June.
SHANGHAI, MOJI & KOBÉ	"IOUYLO MARU" Capt. A. Mocker, Tons 6000	WEDNESDAY, 22nd June, P.M.
KOBÉ AND YOKOHAMA	"KAGA MARU" Capt. M. Hagin, Tons 7,000	THURSDAY, 23rd June, at 4 P.M.
NAGASAKI, KOBÉ AND YOKOHAMA	"MIKOTO MARU" Capt. M. Yagi, Tons 6,000	WEDNESDAY, 6th July, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30th MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBÉ RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of call between calling ports in Japan.

Fitted with new system of wireless telegraphy. Cargo only. \* Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railway and the Atlantic Steamship Co. Round the World Ticket also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passages, Sailings, etc., apply at the Company's Local Branch Office at Prince's Buildings, 1st Floor, Queen's Road.

T. KUBUMOTO.

Agents.

Shipping—Steamers.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, VANCOUVER, B.C., TAGOMA AND SEATTLE via SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

Steamer	Tons	Captain	On about
"Gowrie"	6,212	F. S. Cowley	18th June
"Kumera"	6,212	J. Mathie	18th July
"Aymara"	4,365	J. Boyd	26th July

These steamers are specially fitted for the carriage of Asiatic Steamer passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings, Hongkong, 14th June 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECONSHIRE,"

Captain Tomlinson, will be despatched as above about 20th June.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 31st May, 1910.

410

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

Captain Barrett, will be despatched as above or about 21st inst.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 11th June, 1910.

435

"INVER" LINE OF STEAMERS, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INVERLOVE,"

Captain Alexander, will be despatched as above on 24th June.

For Freight apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 6th June, 1910.

437

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on MONDAY, the 27th inst, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Surgeon and a daily qualified Surgeon are carried.

A.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th June, 1910.

426

HONGKONG-BOSTON AND NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

"INDRASAMBA,"

at or about THURSDAY, 24th June.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Agents.

Hongkong, 11th June, 1910.

414

Shipping—Steamer.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BARATIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ARADIA,"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 25th June, 1910, at Noon, taking Passengers and Cargo for the above Port in connection with the Company's R.R. Mails, 10,885 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable Goods for France and India, for London, under arrangement, will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Arabia, due in London on 7th August, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to B. A. HEWITT, Superintendent.

Hongkong, 13th June, 1910.

414

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"ARABIA,"

Captain Neumann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo—

Ex s.s. Hamburg, from Göteborg.

Ex s.s. Bremen, from Rotterdam.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 14th June, 1910.

437

FROM EUROPE.

THE H. A. L. Steamship

"KOWLOON,"

Captain Engh, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on, unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 21st inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO—

Ex s.s. Sagf from Saitab.

Ex s.s. Norge from Göteborg.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 14th June, 1910.

439

THE NEW FRENCH REMEDY

THERAPION



Steamer, F. H. ...

	Fri.	Sat.
Mrj.....	D. S.	D. S.
Crl uita ..	D. S.	D. S.
Bingapore ..	M. M.	M. M.
Molt .....	O. S.	O. S.
Sabing .....	M. & E.	M. & E.
San Fisco ..	P. M.	P. M.
Sydney .....	P. M.	P. M.
San Fisco P.	P. M.	P. M.
Calcutta ....	I. M.	I. M.
San Fisco P.	P. M.	P. M.

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lelechah, Cardigan  
w, Kintuck, Oceanu  
Roan, Somali, Soyo  
J. 27th May-Alec  
H. June-Nippon  
at May-Bravilla, C  
St. 3rd June-Am  
Nawellon, Tuccaloo  
ddulu, Alula, Soyo  
H. June-Nawellon  
April. 10th June-A  
cave, cavdi, Bras  
nga, Myrindos, 14th  
Scandin, Sicovia,  
Home—10th-M  
13th May-Glanco  
24th May-Banc  
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Dardanus, Plintshir  
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## Entertainment

### AN AFFAIR.

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PERIORESS OF THE  
ENT. GAMING ROAD  
TO AFFAIR TO THE  
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My Shirts made to ord  
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**Food is sold in tins,  
Chemists, etc., everywhere.**

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**Abstract**



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

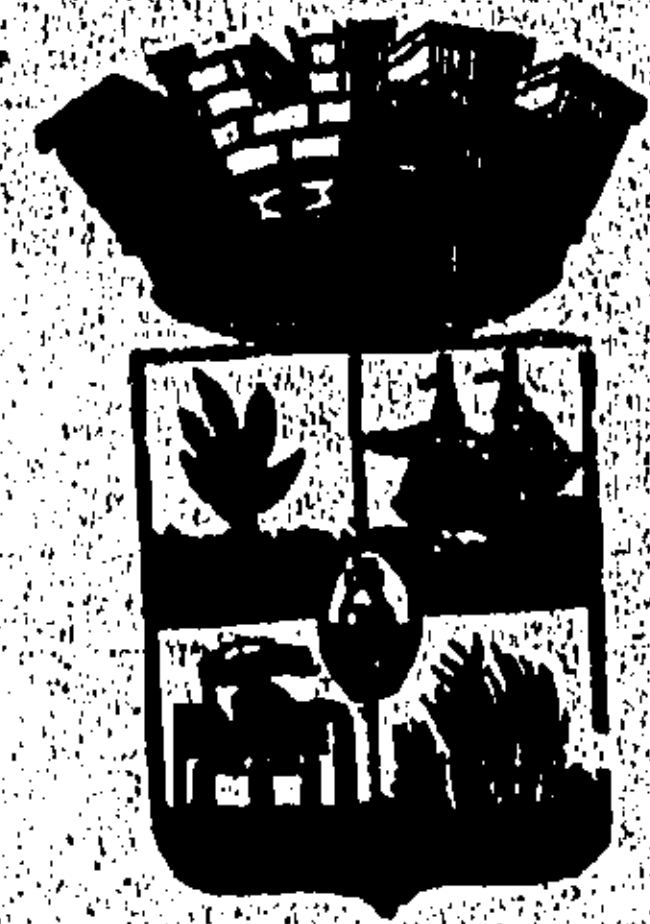
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF PROFIT ON INVESTMENT BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000	\$2,000,000	\$2.50 for half year ending 31.12.09 @ 2 1/2% for 1910	4 1/2 %	\$500 sales \$280 buyers
National Bank of China, Limited	99,925	17	16	\$4,000 \$3,000,000	\$30,552	\$2 (London 2/6) for 1909		\$70 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,500,000 \$254,185 \$254,185	none	\$10 for 1908	2 1/2 %	\$771 buyers
North China Insurance Company, Limited	10,000	15	15	\$1,500,000 Tls. 25,100 Tls. 25,100	Tls. 207,573	Final of 1/6 making 15/- for 1908	5 1/2 %	Tls. 110
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000 \$1,154,488 \$1,154,488	\$387,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6 1/2 %	\$820 s. and ea.
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$394,405 \$394,405	\$707,627	\$12 for 1908 and interim of \$3 for 1909	7 1/2 %	\$105
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$550,445 \$550,445	\$418,406	\$6 and bonus \$2 for 1908	7 1/2 %	\$124 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,460,000	\$426,218	\$27 for 1908	8 1/2 %	\$348 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	\$57,743 \$350,000	Dr. \$3,777	\$2 1/2 for 1906		\$74 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$350,000 \$350,000	nil.	\$2 1/2 for year ending 30.6.1908		\$53 sellers
Hongkong, Canton & Amoy Steamship Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$1,200,000	\$20,766	Final of \$1 1/2 for account 1910	8 1/2 %	\$304 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	\$900,000 \$1,100,000	\$13,755	\$6/- for 1907 on Preference shares only @ 1/2% for 1908		\$68 sellers
Do. (Deferred)	60,000			\$900,000 \$1,100,000		\$3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for acc. '09	5 1/2 %	94/- sellers
"Shell" Transport and Trading Company, Limited	1,000,000	1	1	\$1,000,000 \$1,000,000	\$192,094	A dividend of 7 1/2 % for yr. ending 30.1.1910	4 1/2 %	\$248
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000 \$62,681	\$1,150	A bonus of 5 %	1 1/2 %	\$14 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000 \$2,000,000	Dr. \$8,090	\$10 per share for 1909	11 1/2 %	\$163 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$700,000	Dr. \$15,893	\$3 for 1907		\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 350,000 \$700,000	Tls. 6,000	\$3 for year ending 31.8.09		Tls. 950 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$1,000,000 \$1,000,000	\$1,435	Final of 1/6 making 3/- for 1909	9 1/2 %	Tls. 18
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	\$600,000 \$600,000	none	First year		Pa. 12
Raub Australia Gold Mining Company, Limited	150,000	1	1	\$1,500,000 \$1,500,000	\$4,171	\$1 per share 13th dividend	5 1/2 %	\$74
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	\$5,000,000 \$5,000,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15		\$11/-
Docks, Wharves & Godowns	18,000	\$25	\$25	\$450,000 \$450,000	Dr. \$8,460	\$1.75 for year ending 31.12.06		\$10
Penwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000	Dr. \$8,460	\$2 1/2 for 1909	4 1/2 %	\$58 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$3,300,000 \$3,300,000	\$264,847	Interim of \$1 1/2 for account 1909		\$16 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$2,500,000	\$13,755	Interim of Tls. 2 1/2 for 1910	6 1/2 %	Tls. 78
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000 \$11,140,000	Tls. 6,261	Final of Tls. 4 for 1909	7 1/2 %	Tls. 121
Shanghai and Hongkong Wharf Company, Limited	15,000	Tls. 100	Tls. 100	Tls. 1,500,000 \$3,000,000	Tls. 9,222			
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 \$5,000,000	Tls. 4,314	Tls. 6 for year ending 20.2.09	8 1/2 %	Tls. 102 sellers
Central Stores, Limited	50,000	\$15	\$15	\$750,000 \$750,000	\$24,041	\$1.20 on old and 60 cents on first new issue	8 1/2 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$10	\$10	\$1,200,000 \$1,200,000	\$1,277	\$2.60 on old shares and 1.30 on new shares	2 1/2 %	\$107 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$10	\$10	\$80,000 \$80,000	\$2,771	for half year ending 31.12.09	7 1/2 %	\$83 1/2 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000	\$5,471	Interim of 3/- for account 1909	6 1/2 %	\$81 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000	\$2,771	45 cents for 1909	8 1/2 %	\$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 \$7,800,000	Tls. 63,969	\$2 1/2 for 1909	6 1/2 %	Tls. 110
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000	\$1,958	Final of 6 1/2 % bonus Tls. 1 for 1909	8 1/2 %	\$40 sellers
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 \$2,000,000	Tls. 10,098	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 130 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000	\$9,551	50 cents for year ending 31.7.08	8 1/2 %	\$6 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 \$1,500,000	Tls. 8,278	Tls. 7 1/2 for year ending 30.3.09	12 1/2 %	Tls. 62
Loan-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 \$1,600,000	Tls. 4,839	Tls. 6 for 1909	7 1/2 %	Tls. 74
Say Oon Cotton Spinning Company, Limited	2,000	Tls. 600	Tls. 600	Tls. 1,200,000 \$2,400,000	Tls. 21,172	Tls. 25 for 1909	10 1/2 %	Tls. 250
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	\$107,550 \$107,550	\$2,648	15 % per share for 1908		\$10 buyers
China-Borneo Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000	\$6,128	60 cents for 1909	6 1/2 %	\$10 1/2 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000	\$1,502	10 cents for year ended 28.2.06	9 1/2 %	\$1.80 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000	\$1,502	80 cents for 1909	9 1/2 %	\$24 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$7 1/2	\$300,000 \$300,000	\$1,502	\$1.20 for year ending 31.7.09	6 1/2 %	\$19 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000	\$4,390	Final of 40 cents making in all 75 cents per share for 1909	10 1/2 %	\$7 1/2 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000	\$670	14 per cent. viz. \$1.40 for 1909	10 1/2 %	\$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 1/2 %	\$19 1/2 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000	\$2,616	Final of \$8 for 1909	6 1/2 %	\$160 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000	\$6,176	Final of \$1 making in all \$2 for 1910	6 1/2 %	\$24 sellers
Maatschappij tot Mijn- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 2,500,000 \$5,000,000	Tls. 16,682	2nd interim dividend of Tls. 1 1/2 for 1910	4 1/2 %	Tls. 1,430 ex d.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000	\$3,014	80 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.4.10	11 1/2 %	\$244
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000 \$500,000	\$1,502	None		\$14 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000	\$1,502	None		\$14 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 \$1,200,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2 1/2 %	Tls. 240 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000	Dr. \$31,096	None		\$25 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$500,000 \$500,000	\$12,866	10 % for year ending 31st May 1910	1 1/2 %	\$5.50
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000	\$1,956	60 cents for year ending 31.12.09	8 1/2 %	\$8 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$2,618	60 cents per ord. share for year ending 31.5.09	5 1/2 %	\$19 1/2 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000	\$2,618	None		\$2 1/2 buyers
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$105,000	\$782	None		\$3 sellers
Societe des Papiers et Papeteries du Tonkin	1,200	Halapong	Halapong	none	none	First year		\$15 sellers
Watkins Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$7,941	None		\$100 currency
						35 cents for 1909		\$3 sellers ex div.

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## Intimations

## COMPANIA GENERAL DE TABACOS DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL £1,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

## SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO &amp; CO., AGENTS.



SIEMSEN &amp; CO., Sole Agents.

49

## Hotels.

## BELLE VIEW HOTEL.

Telephone No. 997.

SHAUKIWAN ROAD.

The Bar of this hotel is temporarily closed pending the transfer of the License to sell intoxicating liquors.

MAK NAM WOON,  
(Proprietor.)

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## HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 66

For Terms, &amp;c., apply to the

MANAGER

[27]

## NEW SHOP JUST OPENED!!

Do not miss looking at our wonderful selections of  
**RARE JEWELS,**  
&c., &c., &c.

## MOHIDEEN &amp; CO.

Dealers in  
**CEYLON PRECIOUS STONES, &c.**

38 & 40, QUEEN'S ROAD  
**CENTRAL**

Hongkong, 1910 MAY 1910

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,500,000)

Loans on Mortgage of House Property, &c.  
Goods received on Storage  
Advances made on Merchandise  
Loans made on the Provident System.  
(Rates and Particulars on application)  
THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,  
ATTORNEY, &c.  
Under the Management of  
**SHERMAN, TOMES & CO.,**  
General Managers  
Hongkong, 1910 MAY 1910

## A TOO STABLE

LEIGHTON HILL ROAD  
(next to No. 1, Police Station)  
HAS established a SHORING FORTH  
Lighthouse, and has a large stock of  
Furniture, can be shod by EXPERTS  
SHANGHAI FARRIERS by appointment  
Shoring of Horses and Poles also undertaken  
at Kowloon, or on receipt of orders  
at the office.  
At the office, 27, Queen's Road, Central  
At Kowloon, 21, Prince Street  
A TOO STABLE  
Leighton Hill Road  
Hongkong, 1910 MAY 1910